

THE wholesale dry goods firm of Messrs. Charles Morton & Co., of Montreal, has decided to go into voluntary liquidation, owing, it is believed, to lack of harmony between the partners. Mr. Morton will immediately resume his old position with the firm of Messrs. McLachlan Bros. & Co., with whom he was so long associated before establishing a business for himself.

A TELEGRAM from Duluth recently says: George B. Baker and E. K. Hight, representing about \$20,000,000 of Baltimore money, are here to night in the interest of the Baltimore syndicate which is to build the Duluth and Winnipeg railroad as a construction company. The gentlemen say that work will commence again very soon, and the entire road pushed to an early completion. The gentlemen are very enthusiastic about the prospects of the road.

It is beyond all doubt that "Myrtle Navy" is the favorite tobacco with the smokers of Canada. They obtain more enjoyment from it than from any other tobacco made and those of them who have used it long enough to test its merits never abandon it for any other brand. The reason for this preference is that the "Myrtle Navy" is made of the very finest leaf which is grown and that in every process of its manufacture the most vigilant care is exercised to preserve the genuine aroma of the leaf.



Northern Pacific Railway.

Pemona, Grand Forks, Helena, Butte and all Prominent Montana points.

—THE—

POPULAR TRANS-CONTINENTAL

—AND—

DINING CAR ROUTE

To Spokane Falls, Portland, Seattle, Victoria, B.C., All Puget Sound Points and Alaska.

Express Trains Daily

To which are attached

Pullman Palace Sleepers and Free Colonist Sleeping Cars.

The only rail line to the Yellowstone National Park For full information, address,

CHAS. S. FEE,
Gen. Passenger and Ticket Agent,
ST. PAUL, MINN.

Northern Pacific & Manitoba Ry.

ARRIVE DAILY		LEAVE DAILY	
6 15 p.m.	Winnipeg	9 19 a.m.	St. Paul
6 05 "	Portage Junction	9 20 "	St. Paul
6 48 "	St. Norbert	9 40 "	St. Paul
6 27 "	St. Azathe	10 20 "	St. Paul
4 42 "	Silver Plains	10 47 "	St. Paul
4 20 "	Morris	11 10 "	St. Paul
4 01 "	St. Jean	11 28 "	St. Paul
3 45 "	Catharine	11 53 a.m.	St. Paul
3 29 "	West Lanno	12 20 p.m.	St. Paul
3 03 p.m.	Pemona	12 35 "	St. Paul
6 26 a.m.	Winnipeg Junction	8 00 "	St. Paul
8 35 a.m.	Minneapolis	6 35 a.m.	St. Paul
8 06 "	St. Paul	7 05 "	St. Paul
8 40 "	Helena	4 00 p.m.	St. Paul
3 40 "	Garrison	6 15 "	St. Paul
1 05 a.m.	Spokane	9 45 a.m.	St. Paul
8 06 p.m.	Portland	6 39 "	St. Paul
7 40 "	Tacoma	3 50 "	St. Paul
4 30 "	La Cascade	6 40 "	St. Paul

Pullman Palace Sleeping Cars and Dining Cars on every train.
J. M. GRAHAM, General Manager. H. SWINFORD, General Agent.

N. W. C. & N. Co's Railway

TIME TABLE

Read Down, GOING EAST No. 1 Daily	STATIONS.	Read Up, GOING WEST No. 2 Daily
14 00 De	Lethbridge	At 1 30
15 55 Do	Woodpecker	23 35
16 50 Do	Purple Springs	23 40
17 45 Ac	Grassy Lake	21 45
18 00 De	Cherry Coulee	20 55
18 50 Do	Winnifred	De 20 00
20 00 Do	Seven Persons	At 19 55
21 55 Do	Dunmore	De 18 45
22 10 Ac		De 17 30

E. T. GALT, Manager, Lethbridge. J. BAILEY, Supt., Lethbridge.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect November 20th, 1888.

PASS Tuesday Thursday and Saturday	Miles (from Portage)	STATIONS.	PASS Monday Wednesday and Friday
LEAVE 16 00		Portage la Prairie	ARRIVE 13 20
17 45	35	Gladstone	12 05
18 45	61	Nepawa	10 38
19 45	79	Minnedosa	9 55
20 50	94	Rapid City	8 30
21 30	115	Snoo Lake	8 00
22 30	148	Birtle	7 00
23 30	155	Binscarth	5 57
24 10	166	Russ II	5 15
24 40	180	Lanenburg	7 15
1 45	206	Salcoats	3 40
ARRIVE			LEAVE

Meals.
Trains for Binscarth leave Birtle Tuesdays and Saturdays only at 22 50, returning leave Binscarth Wednesdays and Mondays only at 5 50. For Birtle leave Birtle Tuesdays only at 22 50, returning leave Birtle Wednesdays only at 5 15. For Lanenburg and Salcoats leave Birtle Saturdays only at 22 50, returning leave Salcoats Mondays only at 3 40. For Rapid City leave Minnedosa Tuesdays Thursdays and Saturdays at 20 00; returning leave Rapid City Mondays, Wednesdays and Fridays at 8 30.

Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg. For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent, Portage la Prairie, or to W. R. BAKER, General Superintendent.

THESE VESTIBULED TRAINS go in service May 16th.

Chicago, St. Paul, Minneapolis & Omaha Ry. THE NORTHWESTERN LINE.

The best equipped line to CHICAGO, OMAHA AND KANSAS CITY. The ONLY line to Chicago running Pullman and Wagner Vestibuled Trains.

These Vestibuled Trains are identical in time but not limited as to number of passengers. All classes of Passengers carried, with separate apartments for each class, and NO EXTRA FARES.

Trains Eastward will run as follows. Leave Minneapolis 6 50 p.m.; St. Paul 7 30 p.m. Arrive Milwaukee 7 40 a.m., Chicago 9 30 a.m.

The sleeping Cars of these trains have been prepared especially for this service, and together with the vestibuled Dining Cars, Coaches and Baggage Cars are the finest equipped trains of their class in the world.

Tickets at LOWEST RATES, and good on these Vestibuled Trains, can be secured at the following offices: St. Paul, 169 East Third Street; Minneapolis, 13 Nicollet House Block, Duluth, 112 West Superior Street, also at St. Paul and Minneapolis Union Depots and at offices of connecting lines. Sleeping car accommodation secured in advance.

NOTE—The above advertised time is the actual running time, and the motto of the Northwestern Line is "ALWAYS ON TIME."

E. W. WINTER, General Manager. F. B. CLARKE, General Traffic Manager. T. W. TEASDALE, General Passenger Agent.



Owens and operates 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc. apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

ROSSELL MILLER, General Manager. A. V. H. CARPENTER, Gen'l Pass. and Tkt. Agt. J. F. TICKER, Ass't Gen'l Manager. GEO. H. HEAFFORD, Ass't Gen'l Pass. and Tkt. Agt. MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

MINNEAPOLIS & ST. LOUIS RAILWAY

—AND THE FAMOUS—

Albert Lea Route

Two through trains daily from St. Paul and Minneapolis to Chicago without change, connecting with the fast trains of all lines for the East and Southeast.

The direct and only line running through cars between Minneapolis and Des Moines, Iowa, via Albert Lea and Fort Dodge.

Short line to Watertown, Dak. Solid through trains between Minneapolis and St. Louis and the Principal Cities of the Mississippi Valley, connecting in Union Depot for all points South and Southwest.

Many hours saved and the only line running two trains daily to Kansas City, Leavenworth and Atchison, making connections with the Union Pacific and Atchison, Topoka & Santa Fe Railways.

Close connections made in Union Depot with all trains of the St. Paul Minneapolis & Manitoba, Northern Pacific, St. Paul & Duluth, Minneapolis, St. Paul & Sauk Ste. Marie Railways, from and to all points North and Northwest.

Remember! The trains of the Minneapolis and St. Louis Railway are composed of comfortable day coaches, magnificent Pullman sleeping cars, Horton reclining chair cars, and Palace Dining Cars.

150 lbs of baggage checked free. Fare always as low as the lowest. For time tables, through tickets, etc. call upon the nearest ticket agent, or write to

S. F. BOYD, Gen. Ticket and Pass. Agent, Minneapolis, Minn.